

Inspection Report with SI&A Data

Structure Description: 125.61 Foot - 2 Span Concrete Frame (except frame culverts)

2 District: 05 3 County: Jefferson 16 Latitude: 38°14'22.00" 7 Longitude: 85°40'32.00"

7 Facility Carried PEE WEE REESE RD

Milepoint: 1.350

6A Feature Intersected: I-64

9 Location: .75 MI SW OF JCT KY 2048

NBI	X
Element	X
Fracture Critical	
Underwater	
Special	

Structure Description: 125.61 Foot - 2 Span Concrete Frame (except frame culverts)

NBI CONDITION RATINGS			
58 Deck:	6	61 Channel:	N
59 Superstructure:	6	62 Culvert:	N
60 Substructure:	7	Sufficiency Rating:	49.6

GEOMETRIC DATA		
48 Max Length Span:		62.800 ft
49 Structure Length:		125.606 ft
32 Approach Roadway:		30.000 ft
33 Median:		(0) No Median
34 Skew:		12°
35 Flare:		No Flare
50A Curb/Sidewalk Width L:		5.000 ft
50B Curb/Sidewalk Width R:		5.000 ft
47 Horiz. Clearance:		30.000 ft
51 Width Curb to Curb:		30.000 ft
52 Width Out to Out:		42.671 ft
48 Max Length Span:		62.800 ft

DESIGN	
Substandard:	No
Fracture Critical:	No FC Details
43A Main Span Material:	(1) Concrete
43B Main Span Design:	(07) Frame
45 Number of Spans Main:	2
44A Approach Span Material:	Not Applicable
44B Approach Span Design:	Not Applicable
46 Number of Approach Spans:	0
107 Deck Type:	(1) Concrete-Cast-in-Place
108A Wearing Surface:	(6) Bituminous
108B Membrane:	(0) None
108C Deck Protection:	(0) None
Overlay Y/N:	Yes
Overlay Type:	Asphalt
Overlay Thickness:	2.000 in
Overlay Date:	2003

ADMINISTRATIVE		
27 Year Built:		1970
106 Year Reconstructed:		0
42A Type of Service On:		(1) Highway
42B Type of Service Under:		(1) Highway
37 Historical Significance:		(5) Not Eligible
21 Maintenance Responsibility:		(01) State Hwy Agency
22 Owner:		(01) State Hwy Agency
101 Parallel Structure:		(N) No II Structure Exists
52 Width Out to Out:		42.671 ft

APPRAISAL	
36A Bridge Railings:	(0) Substandard
36B Transitions	(0) Substandard
36C Approach Guardrail:	(1) Meets Standards
36D Approach Guardrail Ends:	(0) Substandard
71 Waterway Adequacy:	(N) Not Applicable
72 Approach Alignment:	(8) Equal Desirable Crit
113 Scour Critical:	(N) Not over Waterway
Recommended Scour Critical:	(N) Not over Waterway

CLEARANCES		
10 Vert. Clearance:		19.833 ft
53 Min. Vert. Clearance Over:		99.999 ft
54A Vert. Under Reference:		(H) Hwy beneath struct.
54B Min. Vert. Underclearance:		15.079 ft
55A Lateral Under Reference:		(H) Hwy beneath struct.
55B Min. Lat. Underclearance R:		14.000 ft
56 Min. Lat. Underclearance L:		14.000 ft
10 Vert. Clearance:		99.999 ft

LOAD RATINGS	
63 Operating Type:	(1) Load Factor (LF)
64 Operating Rating:	25.0 tons
65 Inventory Type:	(1) Load Factor (LF)
66 Inventory Rating:	15.0 tons
Truck Capacity Type I:	tons
Truck Capacity Type II:	tons
Truck Capacity Type III:	tons
Truck Capacity Type IV:	tons

POSTINGS	
41 Posting Status:	(A) Open, No Restriction
Signs Posted Cardinal:	No
Signs Posted Non-Cardinal:	No
Field Postings Gross:	tons
Field Postings Type I:	tons
Field Postings Type II:	tons
Field Postings Type III:	tons
Field Postings Type IV:	tons

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38: Re Concrete Slab

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	5,360	4,682	87%	678	13%	0	0%	0	0%

Asphalt surface has transverse cracks at both ends and above pier. Asphalt map cracking is present in travel lanes - worse in the west/southbound lane. Asphalt has some deterioration/initial spalling along its longitudinal joint, at the pier joint, and in the SB lane.

Some map cracking with light efflorescence over WB lanes and some diagonal and longitudinal cracking over the EB lanes. Soffit copings of the bridge have some minor deteriorated/spalled areas, some with exposed reinforcement.

510: Wearing Surfaces

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
SQ.FT	3,768	1,088	29%	2,680	71%	0	0%	0	0%

210: Re Conc Pier Wall

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	44	23	52%	21	48%	0	0%	0	0%

Minor cracks and small areas of deterioration/spalling in legs/stems of rigid frame (considered as pier wall for this element level inspection). Stone facings have some minor deterioration and/or scaling. (5LF South Face, 16 LF North Face.)

215: Re Conc Abutment

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	87	74	85%	13	15%	0	0%	0	0%

Minor cracks and small areas of deterioration/spalling in legs/stems of rigid frame (considered as abutments for this element level inspection). Stone facings have some minor deterioration and/or scaling. North abutment (A3) has a minor spall with exposed resteel near the east end. (5 LF at A1, 8 LF at A2)

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330: Metal Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	251	251	100%	0	0%	0	0%	0	0%

Bridge railing is composed of a concrete plinth with a stone cap and aluminum tubular railing. No deficiencies noted.

331: Re Conc Bridge Railing

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
FT	251	207	82%	44	18%	0	0%	0	0%

Bridge railing is composed of a concrete plinth with a stone cap and aluminum tubular railing. Minor cracking/deterioration of the concrete and cap stones. (19 LF West, 25 LF East)

There is damage to the approach rail on the SW corner.

804: Sidewalk

Units	Total Qty	Qty. St. 1	% in 1	Qty. St. 2	% in 2	Qty. St. 3	% in 3	Qty. St. 4	% in 4
(LF)	251	180	72%	70	28%	1	0%	0	0%

Sidewalks have some minor cracks and exposed aggregate (8 LF East, 7 LF West). The west sidewalk has minor spalling with exposed resteel at the south end that is almost the full width of the sidewalk (1 LF CS3). Approach sidewalks have settled 3 to 4 in. at each corner of the bridge.

Vertical faces have some minor cracks/deterioration. (35 LF East, 20 LF West)

STRUCTURE NOTES

- Pee Wee Reese Road runs from south to north, Seneca Park Road to the south and Rock Creek Drive to the north (this agrees with I-64 EB going east). TK 4/8/2013
- This bridge is actually two, single span rigid frames. See "Bridge Component Numbering" sheet in the Media tab > General folder. TK 4/8/2013
- New asphalt overlay since the 2003 inspection, but an asphalt overlay has been reported on the bridge since the 1977 inspection. TK 4/8/2013
- There is no specific element level condition state assessment of concrete rigid frame bridges. Elements utilized to best describe this rigid frame during this inspection comply with the 2012 BIRM recommendations. TK 4/8/2013

INSPECTION NOTES

Standard inspection performed on 04/15/2015 by L. Boller and A. Porter (DLZ).

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WORK	
Action:	1000 - Approach Railing-Repair
Generated by user "LBOLLER" on 4/20/2015 - Repair damage to SW approach rail.	